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EVALUATION OF SOVIET TECHNICAL PAMPHLETS ON RAILWAY  
MATTERS

1. This Office has been asked to evaluate the following six Soviet pamphlets submitted as technical papers by the USSR delegation to the ECE "Group of Experts to Study Certain Technical Railway Questions."

- a. Results of Equipping the Rolling Stock of Railroads in the USSR with the SA-3 Automatic Coupler.
- b. Automation of Classification Yard Operations on USSR Railroads.
- c. Measuring Car Speeds with Radar
- d. Hardening by Rolling of Car and Locomotive Axle Journals Equipped with Roller Bearings.
- e. Application of Electrolytic Zinc to Seating Surfaces of Inner Races of Roller Bearings.
- f. Insulating of Rails from Reinforced Concrete Ties

2. We have evaluated these documents on the basis of three criteria: a) their intelligence value; b) the availability of the same or similar information in other Soviet literature; and c) the value of the technical data to US industry.

3. The pamphlets are of negligible intelligence value. They tend only to confirm previous sound intelligence on the rather retarded development of Soviet railroad technology in certain fields, particularly those matters discussed in pamphlets d, e, and f. With the exception of pamphlet c, the information presented by the USSR in this exchange has been analyzed in equal if not greater detail in other Soviet literature readily available in Washington. None of the pamphlets has any great technological significance, or substantial contribution to the general knowledge of the railroad industry in the US or Western Europe.

4. For your convenience in dealing with the Association of American Railroads, we are returning each pamphlet with a rough draft translation of the Russian text into English. We are enclosing, in addition, an evaluation of each pamphlet made by the ORR Consultant on Transportation, Mr.

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5. In addition to the attached evaluations, [REDACTED] made several comments which may be of interest to you in talking with the officials of the AAR. He regards some of the pamphlets as fairly obvious attempts at propaganda, particularly pamphlet a, which deals with the Soviet adoption and development of the Williston coupler, invented in the US, but not

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accepted by the US industry. The same tactic apparently is attributable to the discussion of yard automation in pamphlets b and c. [REDACTED] 25X1A9a also argued quite forcibly that the real intelligence value of these technical exchange programs in the ECE arises not from the physical exchange of reports, but rather, from the discussion and personal contacts ensuing from their discussion. Although there is practically no possibility of the US profiting technically from this exchange, the USSR should not be permitted to get by with attempts to exploit technical information for propaganda purposes in the ECE forum. He believes that our interests, therefore, would appear to warrant competent technical representation in the deliberations of the "Group of Experts" if held in the future. If these points are of interest to you in discussing these matters with the Association of American Railroads, we would be pleased to call on [REDACTED] services again and make his time available for 25X1A9a discussion with officials from your Department.

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